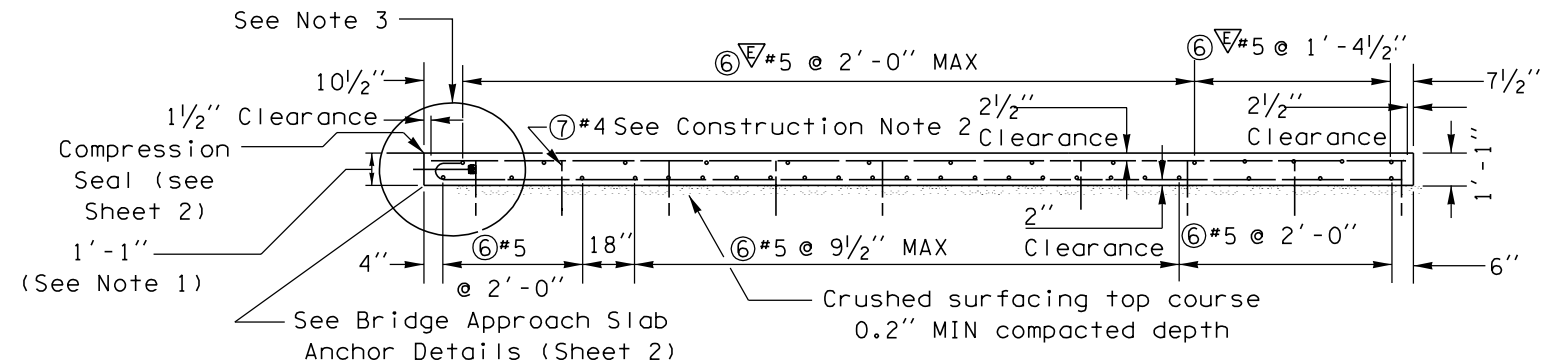


The plan above represents only the basic 12' x 25' slab module with skew. All approach slab construction shall be for full width of traffic lanes and shoulders at both ends of the bridge. For slab extension to include shoulders, continue reinforcing steel spacing and slab thickness in the same relationship as in the basic slab module.

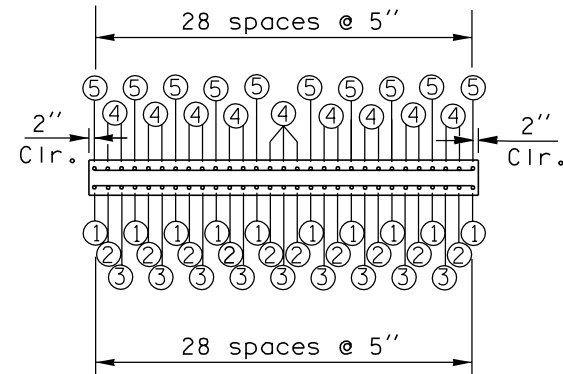
### PLAN



### LONGITUDINAL SECTION

TABLE A	
SKEW	LENGTH
0°	11'-8" Str.
5°	11'-9" Str.
10°	11'-10" Str.
15°	12'-1" Str.

BAR LIST FOR STANDARD 12' x 25' SLAB MODULE					APPROXIMATE QUANTITIES (NO SKEW)	
LOCATION	MARK	SIZE	NO	LENGTH		
Longitudinal bottom	①	8	10	25'-7"	Epoxy coated steel reinforcing bars (lbs.)	862
Longitudinal bottom	②	8	10	24'-3"	Total steel reinforcing bars, excluding epoxy coated (lbs.)	2156
Longitudinal bottom	③	8	9	21'-6"	Additional steel per joint (lbs.)	30
Longitudinal top	④#5	7	19	8'-3" Str.	Concrete (cu. yd.)	12
Longitudinal top	⑤#5	5	10	24'-8" Str.	Bridge approach slab anchor	6
Transverse bottom	6	5	19	See Table A	BENDING DIAGRAM	
Transverse top	⑥#5	5	18	See Table A		
Vertical tie bar	⑦	4	36	2'-0" Straight		
Transverse tie bar	⑧#5	5	14	2'-0" Straight		
#5 Epoxy Coated reinforcing steel						



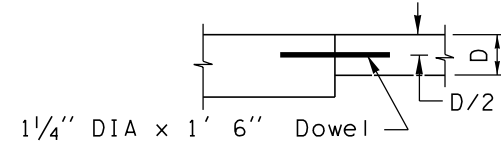
### NOTES

- Design guidance shall be requested from Bridge and Structures Office:
  - When skew exceeds 45°.
  - When pavement seat exceeds 1'-1" (EXCEPT, if bridge deck is overlaid, slab thickness shall be increased to match top of overlay).
- For multi-lane roadway, or for roadway with shoulders, all transverse steel bars may be full width, less 2" clear per side.
- When bridge is "L" Type Abutment, a 1/2" premolded joint filler will be used (see "L" Type Abutment Joint Detail, Sheet 2).

### TRANSVERSE SECTION

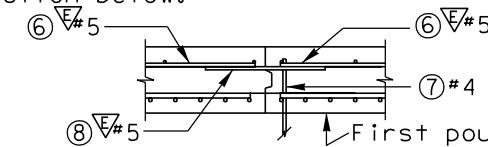
#### CONSTRUCTION NOTES

- For PCC roadway, insert dowels parallel to center line at 1' O.C. along transverse construction joint. Additional details are shown on elevation below.



- Approach slab edge treatment
  - Expansion joint between bridge deck and slab
    - edge both sides with 1/2" R.
  - Longitudinal exterior edge
    - edge with 1/2" R.
  - Transverse construction joint between slab and PCC roadway
    - edge both sides with 1/2" R.
  - Longitudinal construction joint between adjacent lanes, only when required
    - edge first pour only with 1/8" R.

Additional details are shown on section below:



- Top reinforcement shall be supported by Mark 7 bars driven into subgrade on approximately the following centers:
  - 3'-0" longitudinally
  - 2'-6" transversely



## BRIDGE APPROACH SLAB STANDARD PLAN A-2

SHEET 1 OF 2 SHEETS

APPROVED FOR PUBLICATION

Clifford E. Mansfield

12/23/98

DEPUTY STATE DESIGN ENGINEER

DATE



WASHINGTON STATE DEPARTMENT OF TRANSPORTATION  
OLYMPIA, WASHINGTON

8/98

Added epoxy coated reinf. steel

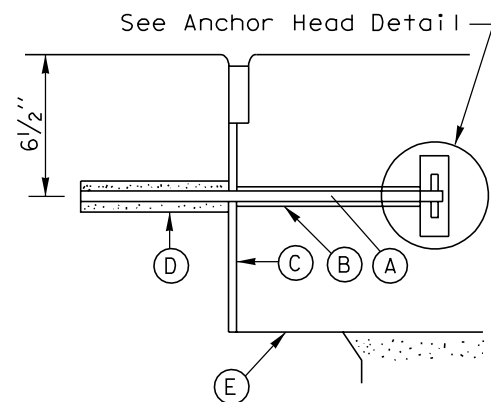
RJD

DATE

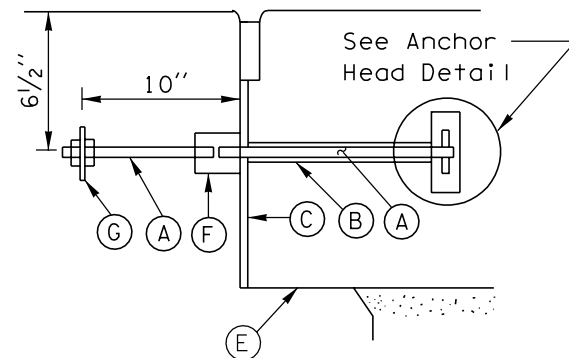
REVISION

BY

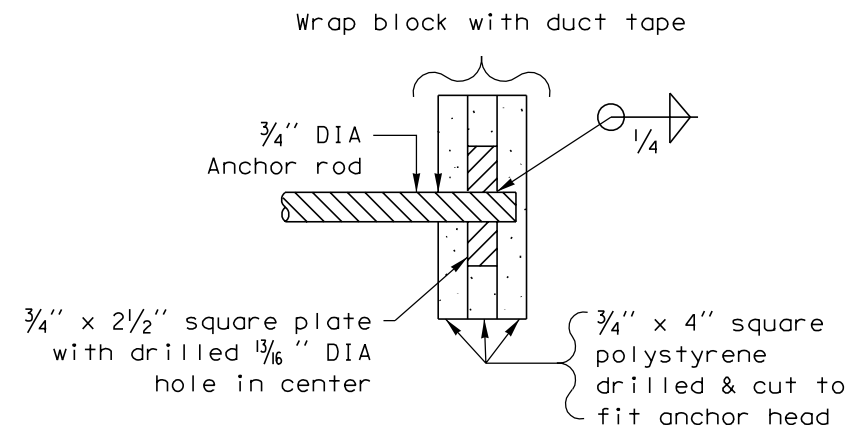
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**METHOD A**

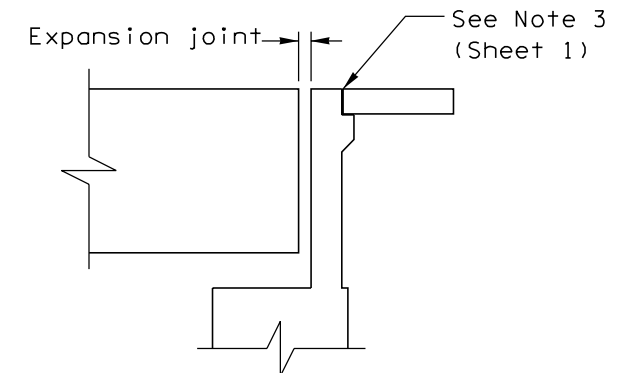


**METHOD B**



Paint metal components of anchor assembly  
with one coat of Formula A-9-73  
(See Std. Spec. 9-08.2)

**ANCHOR HEAD DETAIL**

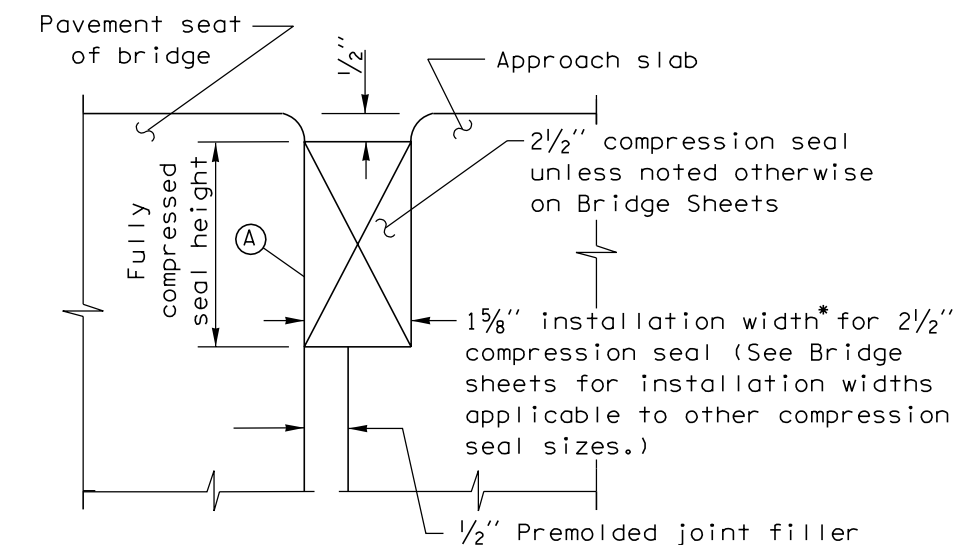


**L TYPE ABUTMENT JOINT  
DETAIL**

- Ⓐ Anchor Rod,  $\frac{3}{4}$ " DIA x length as follows:  
Method A: One-piece 1' 10" long, threaded 8" MIN, for bridge deck embedment.  
Grout per Special Provisions.  
Method B: Two-piece: 1' 3 1/2", threaded 2" MIN, on end away from anchor head.  
0' 10", fully threaded 3" MIN each end.
- Ⓑ Pipe, polyethylene or PVC, 1" DIA x 1' long
- Ⓒ Preformed joint filler, 1/2" thick x full depth
- Ⓓ 1 1/2" DIA x 8" hole, only for one-piece anchor rod installation.
- Ⓔ Pavement seat, dimensioned as per plans. Cover with one layer 15# asphaltic building felt.
- Ⓕ  $\frac{3}{4}$ " stop type coupler with a minimum ultimate strength of 20,000 pounds.  
(Williams C2T or approved equal).
- Ⓖ 1/4" x 2 1/2" square plate with 2 nuts.

Bridge Approach Slab Anchors shall be placed 1' from outside edge of pavement  
and on 2' centers for full roadway width along back of bridge pavement seat,  
parallel with roadway centerline.

**BRIDGE APPROACH SLAB ANCHOR**



- Ⓐ Seal height varies with manufacturer. \* Normal to  
Verify prior to slab construction. pavement seat

**COMPRESSION SEAL INSTALLATION**



EXPIRES JANUARY 17, 1999

**BRIDGE APPROACH  
SLAB  
STANDARD PLAN A-2**

SHEET 2 OF 2 SHEETS

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UPON REQUEST.

8/98	Added note to Compression Seal width	RJD
DATE	REVISION	BY

APPROVED FOR PUBLICATION	
<i>Clifford E. Mansfield</i>	12/23/98
DEPUTY STATE DESIGN ENGINEER	DATE
WASHINGTON STATE DEPARTMENT OF TRANSPORTATION OLYMPIA, WASHINGTON	